

DEPARTMENT OF PLANNING  
REPORT

**PLANNING COMMISSION PUBLIC HEARING**

**DATE OF HEARING: December 1, 2010**

**PROJECT NUMBER/NAME: CPAM 2010-0001, Belmont Ridge Road**

**DECISION DEADLINE: 90 Days from Planning Commission Action**

**ELECTION DISTRICT: Broad Run, Dulles      PROJECT PLANNER: Marie Genovese**

**EXECUTIVE SUMMARY**

On September 8, 2010 the Board of Supervisors voted 5-4 (Burk, Burton, Kurtz, McGimsey, Miller – yes; Buckley, Delgaudio, Waters, York – no) to initiate a Comprehensive Plan Amendment to the 2010 Countywide Transportation Plan to show an ultimate urban four lane divided section (U4M) within a 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7. The 2010 Countywide Transportation Plan adopted June 15, 2010, calls for an ultimate urban six lane divided section (U6M) within a 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7.

CPAM 2005-0009, Revised Countywide Transportation Plan (CTP) Update, was certified by the Planning Commission 5-2-1-1 (Austin, Klancher, Maio, Ruedisueli, Syska – yes; Bayless, Robinson – no; Ronis – absent; Keirce – abstain) on April 7, 2010. The Board of Supervisors public hearing for CPAM 2005-0009 was held on April 12, 2010, the item was forwarded 9-0 to the Transportation/Land Use Committee (TLUC) for further discussion and recommendation.

The CTP update was discussed at the April 21, May 12, May 19, and June 8, 2010 TLUC meetings. At the June 8, 2010 TLUC meeting the following motion passed 3-2 (Burk, Kurtz, McGimsey – yes; Delgaudio, York – no): “*Show an ultimate condition of 4 lanes in a 150-foot right-of-way for Belmont Ridge Road (from Croson Lane to Route 7).*” The TLUC forwarded CPAM 2005-0009 4-1 (Burk, Delgaudio, Kurtz, McGimsey – yes; York – no) to the June 15, 2010 Board of Supervisors Business Meeting for action with a summary of the review and recommendations made by the TLUC.

The Board reviewed CPAM 2005-0009, Revised Countywide Transportation Plan Update at their June 15, 2010 business meeting. Supervisor Waters moved that the Board amend Page 2, Bullet 2, of the June 15, 2010 staff report, “*Show an ultimate condition of 4 lanes in a 150-foot right of way for Belmont Ridge Road (from Croson Lane to Route 7)*” to read “*Show an ultimate condition of 6 lanes in a 150-foot right of way for Belmont Ridge Road (from Croson Lane to Route 7)*”. The motion passed 5-4 (Buckley, Delgaudio, Kurtz, Waters, York – yes; Burk,

Burton McGimsey, Miller – no). The Board passed CPAM 2005-0009, Revised Countywide Transportation Plan Update 5-4 (Burk, Burton, Kurtz, McGimsey, Waters – yes; Buckley, Delgaudio, Miller, York – no) at their June 15, 2010 business meeting.

Residents living along Belmont Ridge Road have expressed opposition to Belmont Ridge Road remaining in the Revised Countywide Transportation Plan as 6 lane facility because they believe the planned expansion to 6 lanes will bring the road closer to the outer edge of the right-of-way and adjacent homes. Staff notes that the Virginia Department of Transportation (VDOT) design proposes the interim four lane section built to the outside with the ultimate planned six lane section being built in the median.

### **RECOMMENDATION**

Staff recommends retaining Belmont Ridge Road as a 6 lane roadway in the 150-foot right-of-way based on the results of capacity analyses conducted for 2030 traffic conditions.

### **SUGGESTED MOTIONS**

1. I move that the Planning Commission forward CPAM 2010-0001, Belmont Ridge Road to the Board of Supervisors with the recommendation of no action.

OR

2. I move that the Planning Commission forward CPAM 2010-0001, Belmont Ridge Road to the Board of Supervisors with the recommendation to amend Belmont Ridge Road to 4 lanes within the 150-foot right-of-way from Route 7 to Croson Lane.

OR

3. I move an alternate motion.

### **ATTACHMENTS:**

**Attachment 1: 2010 Countywide Transportation Plan Edits**



**BACKGROUND:**

On October 4, 2005, the Board of Supervisors initiated an amendment to review and update the Revised Countywide Transportation Plan, with a focus on analysis of key transportation corridors. In June 2006 a contract was awarded to Michael Baker Corporation to perform consulting services in support of the review and update. Upon completion of the analysis, a draft CTP update was provided to the previous Planning Commission for review in May 2007. Due to the compressed review schedule, the previous Planning Commission was unable to complete their review of the document prior to the end of their term in December 2007. As a result, the current Board of Supervisors leadership met with staff to outline a process and timeline for completing the update to the CTP. It was determined that the effort to develop a Countywide Transit Plan, which had already been underway as part of a separate process, should be integrated into the CTP.

The Planning Commission undertook review of the draft CTP update in January 2009. The Planning Commission held a series of six public input sessions on the draft CTP update in April and May 2009 at various locations throughout the County. Two stakeholder input sessions were also held in May 2009.

The Planning Commission held numerous worksessions in May through August 2009 to discuss issues related to the draft CTP update. Staff revised the draft CTP update based on the Planning Commission discussion in August 2009 for the Planning Commission's public hearing on October 29, 2009. In November 2009, the Planning Commission held additional worksessions to address additional issues identified at the public hearing. The final draft CTP update was completed in February 2010 and was certified by the Planning Commission 5-2-1-1 (Austin, Klancher, Maio, Ruedisueli, Syska – yes; Bayless, Robinson – no; Ronis – absent; Keirce – abstain) on April 7, 2010.

The Board of Supervisors' public hearing was held on April 12, 2010. The Board voted 9-0 to the Transportation/Land Use Committee (TLUC) for further discussion and recommendation. The CTP update was discussed at the April 21, May 12, May 19, and June 8, 2010 TLUC meetings. At the June 8, 2010 TLUC meeting the following motion passed 3-2 (Burk, Kurtz, McGimsey – yes; Delgaudio, York – no): *"Show an ultimate condition of 4 lanes in a 150-foot right-of-way for Belmont Ridge Road (from Croson Lane to Route 7)."* The TLUC approved a motion 4-1 (Burk, Delgaudio, Kurtz, McGimsey – yes; York – no) at the June 8, 2010 meeting to forward CPAM 2005-0009 to the Board for action with a summary of the review and recommendations made by the TLUC.

The Board reviewed CPAM 2005-0009, Revised Countywide Transportation Plan Update at their June 15, 2010 business meeting. Supervisor Waters moved that the Board amend Page 2, Bullet 2, of the June 15, 2010 staff report, *"Show an ultimate condition of 4 lanes in a 150-foot right of way for Belmont Ridge Road (from Croson Lane to Route 7)"* to read *"Show an ultimate condition of 6 lanes in a 150-foot right of way for Belmont Ridge Road (from Croson Lane to Route 7)"*. The motion passed 5-4 (Buckley, Delgaudio, Kurtz, Waters, York – yes; Burk, Burton, McGimsey, Miller – no). The Board then adopted CPAM 2005-0009, Revised Countywide Transportation Plan Update 5-4 (Burk, Burton, Kurtz, McGimsey, Waters – yes; Buckley, Delgaudio, Miller, York – no) at their June 15, 2010 business meeting.

Residents living along Belmont Ridge Road have continued to express opposition to Belmont Ridge Road remaining in the Revised Countywide Transportation Plan as 6 lanes in the 150-foot right-of-way. On September 8, 2010 the Board of Supervisors voted 5-4 (Burk, Burton, Kurtz, McGimsey, Miller – yes; Buckley, Delgaudio, Waters, York – no) to initiate a Comprehensive Plan Amendment to the Revised Countywide Transportation Plan to show an ultimate condition of four lanes in the 150-foot right-of-way for Belmont Ridge Road from Croson Lane to Route 7.

#### STAFF ANALYSIS

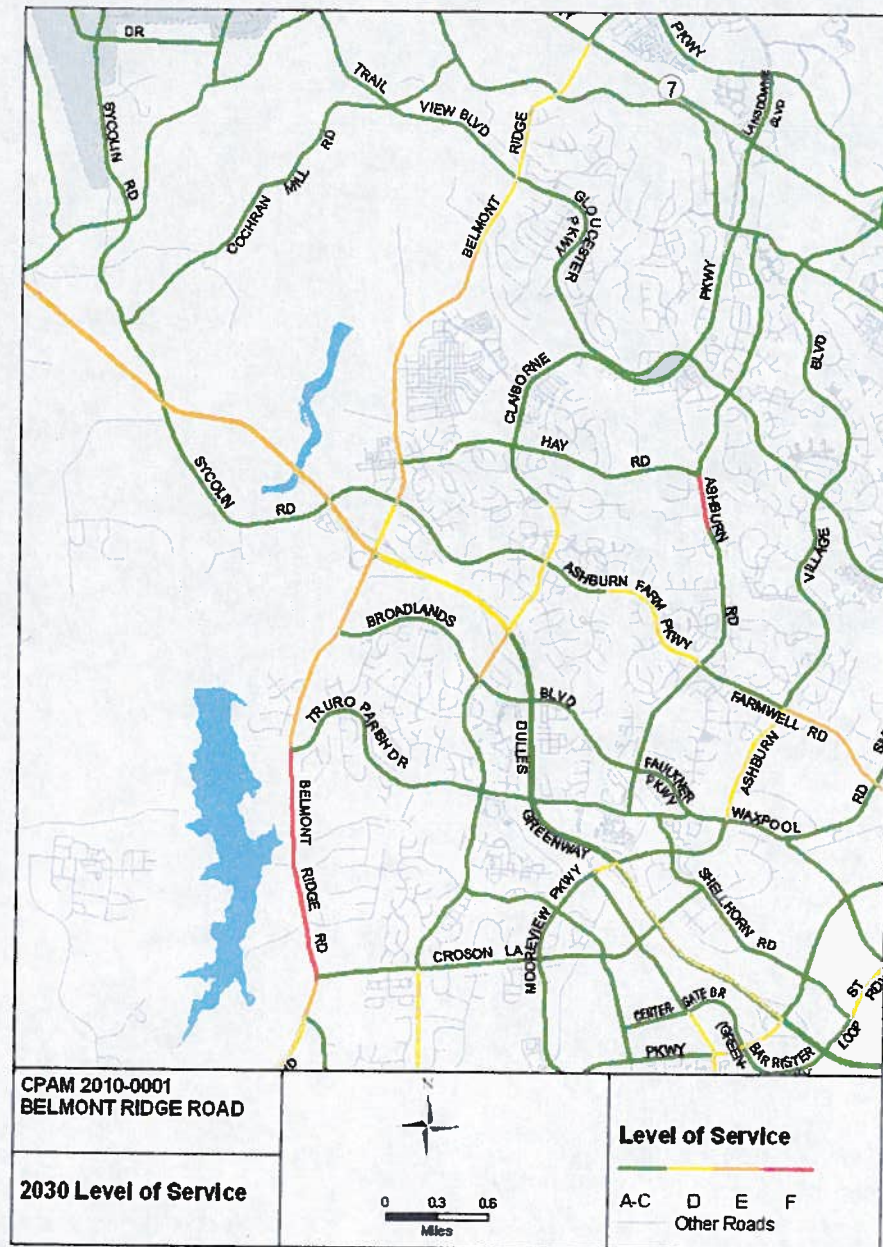
The Loudoun County Choices and Changes General Plan adopted September 17, 1991, planned for Route 659 to be a four-lane median divided roadway with a potential expansion to a six-lane median divided roadway within a 150-foot right-of-way (*Choices and Changes, Chapter 4, Secondary Roads*). Similarly the Countywide Transportation Plan adopted July 5, 1995 and the Revised Countywide Transportation Plan in 2001 called for Belmont Ridge Road to be a six-lane median divided roadway from Route 7 to Croson Lane (*Countywide Transportation Plan (1995), Appendix 1 and Revised Countywide Transportation Plan (2001), Chapter 3, Suburban Policy Area Roads and Appendix 1*). The 150-foot width of the right-of-way is consistent with the VDOT design for widening Belmont Ridge Road from two to four lanes within a six-lane right-of-way from the Dulles Greenway to Route 7.

The analysis conducted as part of the CTP update looked at 2030 traffic demand estimates and performance for the County's major road corridors. The level of service analysis determined that Belmont Ridge Road would have adequate capacity to serve the 2030 demand as a six-lane roadway from Route 7 to Croson Lane. As shown in Figure 2-4a: 2030 Level of Service Revised CTP Network East in Appendix 2 of the 2010 Countywide Transportation Plan, the portion of Route 659 (Belmont Ridge Road) from Route 7 to Croson Lane performs at a level of service of A-C in 2030.

Level of Service (LOS) is defined in the *Highway Capacity Manual* as “a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.” In essence, it is a calculation that describes how well a road segment is able to support travel demand as measured by the volume of vehicles on that road over a certain period of time. Level of Service is measured on a scale from A through F, with A being the best (ideal, free flow) and F being the worst (breakdown).

The 2010 CTP identifies adequate level of service as LOS D or better. Inadequate level of service is defined as LOS E or worse (LOS F). LOS D or better was chosen as an adequate level of service because in situations where level of service is worse than LOS D, traffic conditions become unstable, disrupting travel speeds and limiting freedom to maneuver, resulting in severe congestion. The proposed amendment, reducing Belmont Ridge Road from six to four-lanes from Route 7 to Croson Lane would result in LOS E and F along certain portions of Belmont Ridge Road (from Judith Lane south to Ashburn Farm Parkway and from the Dulles Greenway south to Croson Lane) (See 2030 Level of Service Map).

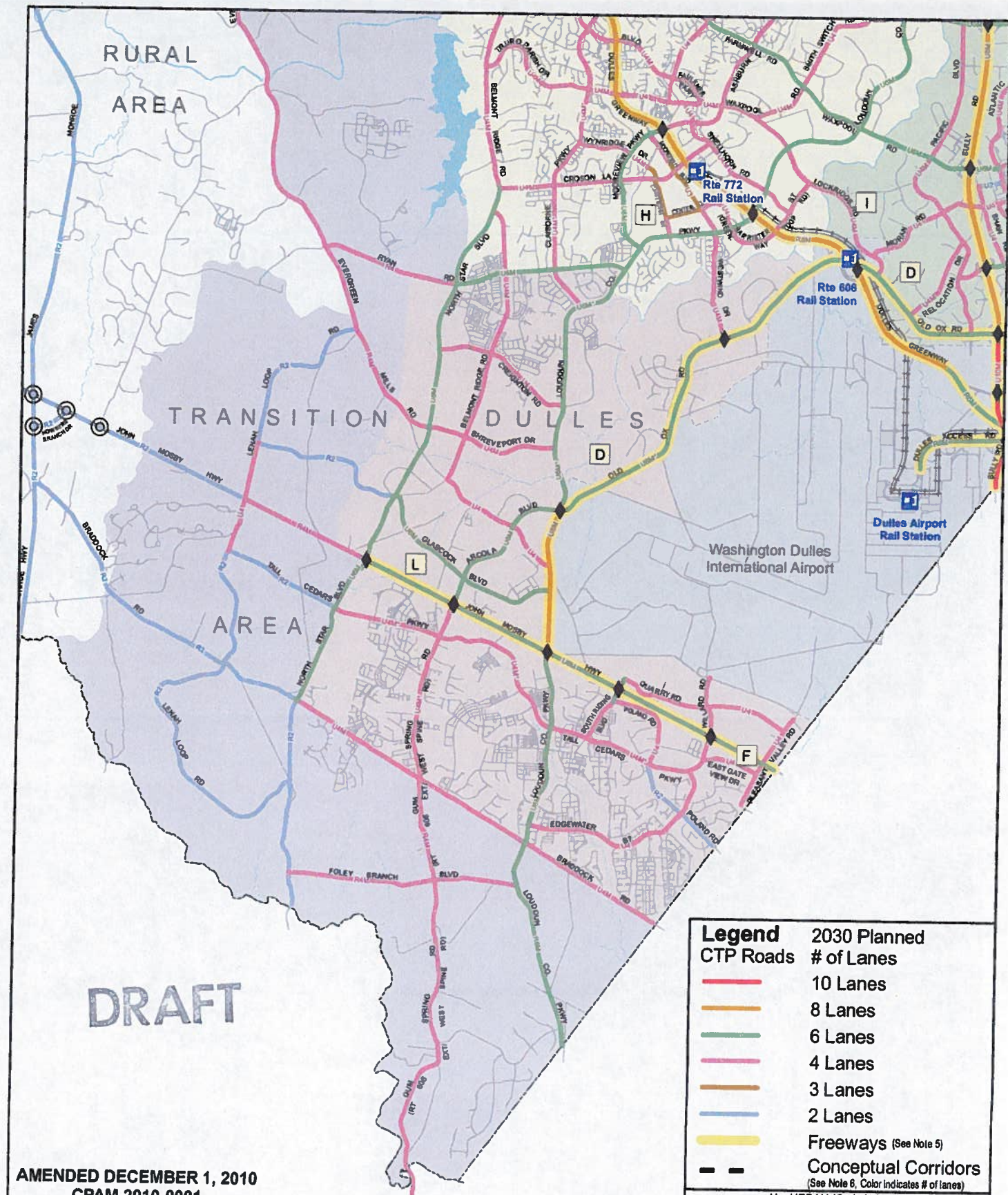




### RECOMMENDATION

Staff continues to recommend retaining the ultimate condition for Belmont Ridge Road from Route 7 to Croson Lane as six-lanes to ensure adequate levels of service.

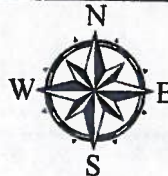




AMENDED DECEMBER 1, 2010  
CPAM 2010-0001

## Loudoun County Countywide Transportation Plan Update

Figure 2-1a  
Revised Countywide  
Transportation Plan  
Dulles South Area



0 1 2  
Miles

Legend	
2030 Planned CTP Roads	# of Lanes
<span style="color: red;">—</span>	10 Lanes
<span style="color: orange;">—</span>	8 Lanes
<span style="color: green;">—</span>	6 Lanes
<span style="color: pink;">—</span>	4 Lanes
<span style="color: brown;">—</span>	3 Lanes
<span style="color: blue;">—</span>	2 Lanes
<span style="color: yellow;">—</span>	Freeways (See Note 5)
<span style="color: black;">---</span>	Conceptual Corridors (See Note 6, Color indicates # of lanes)









U = URBAN (Curb & Gutter)  
R = RURAL (Shoulder & Ditch)  
4 LANES IN 120' RIGHT OF WAY OR  
6 LANES IN 200' RIGHT OF WAY  
M = MEDIAN DIVIDED  
2 3 4 6 8 10 = TOTAL # OF LANES

- ◆ Existing/Planned Interchange
- ⊙ Existing/Planned Roundabout
- Planned Metrorail Station
- MetroRail







# DRAFT

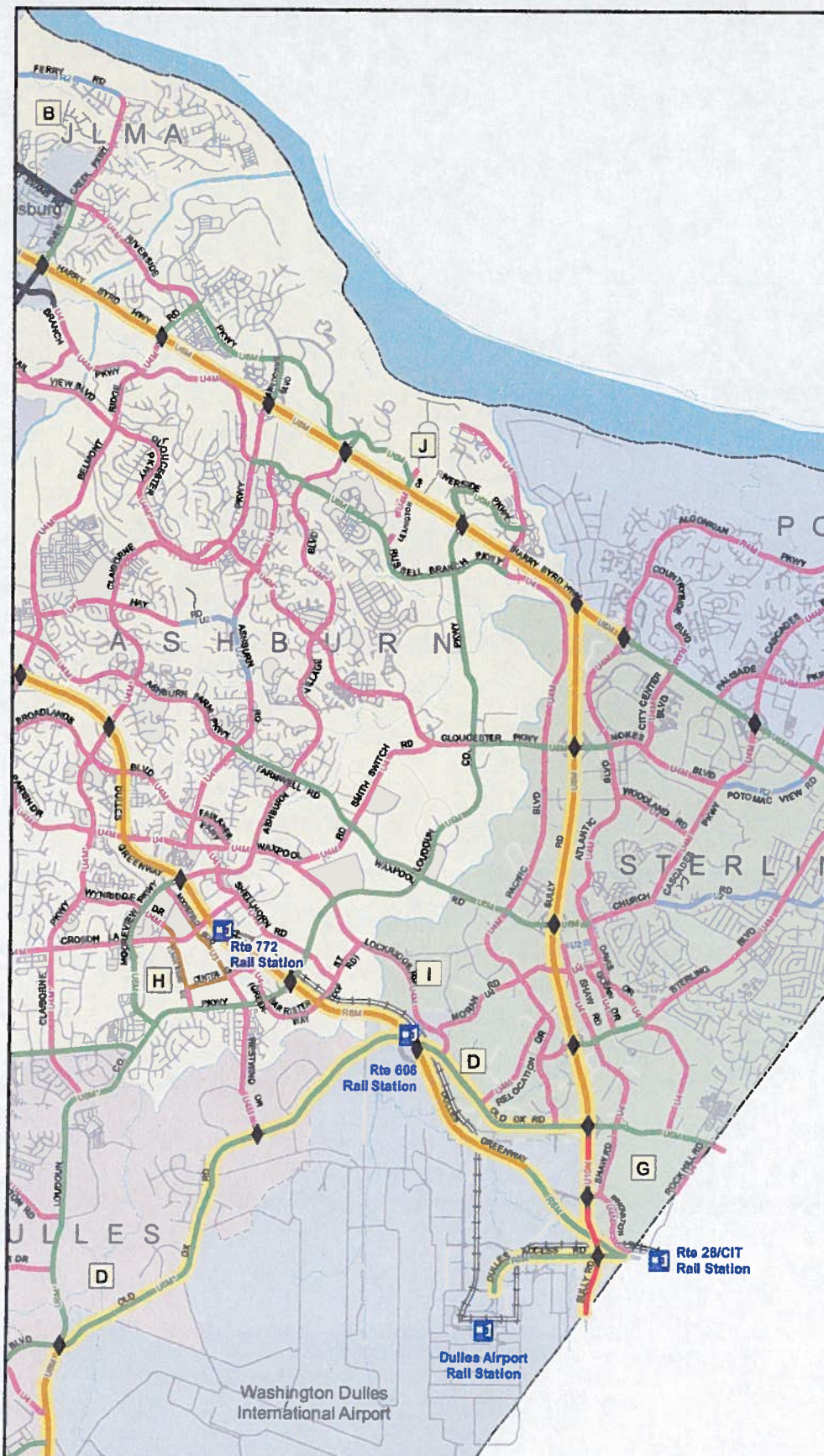
AMENDED DECEMBER 1, 2010  
CPAM 2010-0001

**Legend**  
**CTP Roads**  
 10 Lanes  
 8 Lanes  
 6 Lanes  
 4 Lanes  
 3 Lanes  
 2 Lanes  
 Freeways (See Note 5)  
 Conceptual Corridors (See Note 6, Color Indicates # of lanes)

**2030 Planned # of Lanes**  
 10 Lanes  
 8 Lanes  
 6 Lanes  
 4 Lanes  
 3 Lanes  
 2 Lanes  
 Freeways (See Note 5)  
 Conceptual Corridors (See Note 6, Color Indicates # of lanes)

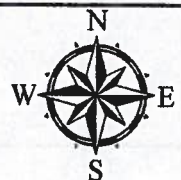
U = URBAN (Curb & Gutter)  
 R = RURAL (Shoulder & Ditch)  
 U4M\* = 4 LANES IN 120' RIGHT OF WAY OR 6 LANES IN 200' RIGHT OF WAY  
 M = MEDIAN DIVIDED  
 2 3 4 6 8 10 = TOTAL # OF LANES

 Existing/Planned Interchange  
 Existing/Planned Roundabout  
 Planned Metrorail Station  
 MetroRail

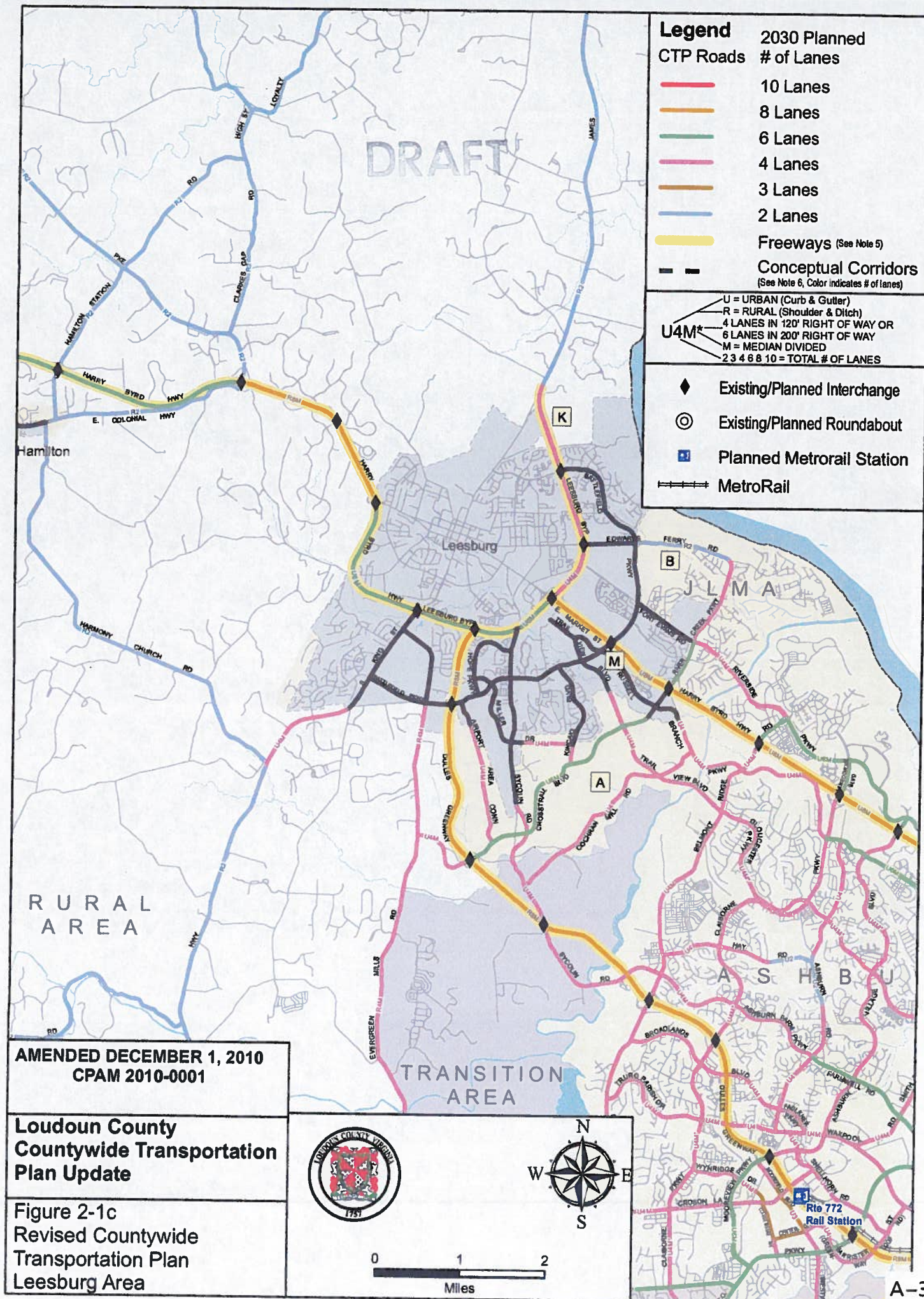


**Loudoun County  
Countywide Transportation  
Plan Update**

Figure 2-1b  
Revised Countywide  
Transportation Plan  
Eastern Loudoun Area









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where forecasted volumes warrant additional capacity). Presently, gaps remain in each of these roadways, though construction is underway and/or programmed on some of these missing links. Currently, **Riverside Parkway (VA Route 2401)** (the VA Route 7 North Collector Road) has been completed from west of Goose Creek east through Lansdowne to Janelia Farm Boulevard (VA Route 2020 Extended). East of this point, Riverside Parkway (VA Route 2401) is planned to follow a new alignment east to the existing VA Route 7/Lexington Drive intersection (an alignment study will determine the ultimate location of Riverside Parkway and Lexington Drive in this vicinity). Further to the east, within the University Center development, existing **George Washington Boulevard (VA Route 1050)** serves as a segment of the VA Route 7 North Collector Road between Loudoun County Parkway (VA Route 607) and existing Riverside Parkway (VA Route 1052). Regarding **Russell Branch Parkway (VA Route 1061)** (the VA Route 7 South Collector Road), the roadway is currently constructed from within the Belmont development east to Ashburn Road (VA Route 641) (Belmont is anticipated to construct the roadway from its current western terminus west to Belmont Ridge Road in conjunction with future development). The County is currently undertaking a project to construct the segment of Russell Branch Parkway from Ashburn Road (VA Route 641) east to Ashburn Village Boulevard (VA Route 2020), where the roadway is in place through the Ashbrook development. The One Loudoun development has constructed the road from Ashbrook east to Loudoun County Parkway (VA Route 607). East of Loudoun County Parkway (VA Route 607), a gap remains to be constructed from east of Richfield Way across Broad Run to connect with the planned alignment of Pacific Boulevard (VA Route 1036) (the VA Route 28 West Parallel Road) in the Sterling Community. This segment is anticipated to be constructed as part of the approved Kincora development.

- **Belmont Ridge Road (VA Route 659)** is a critical north-south corridor along the western boundary of the Ashburn Community. Currently, Belmont Ridge Road (VA Route 659) is largely a two-lane rural road from VA Route 7 south to the future intersection with Croson Lane (VA Route 645), just north of the Brambleton development. The roadway is planned to ultimately be widened to ~~four~~ **six** lanes, though an interim four-lane divided condition is anticipated to be in place for a significant length of time prior to completion of construction of the ultimate six-lane section. **Funding** Interim widening to four lanes is anticipated to be funded through a combination of public sector funds and private sector development proffers; some segments of four-lane divided roadway have already been constructed just north and south of the Dulles Greenway (VA Route 267) interchange in conjunction with adjacent developments.
- **Waxpool Road (VA Route 625)** is currently a six-lane divided roadway from VA Route 28 (in the Sterling Community) west to Loudoun County Parkway (VA Route 1950), and a four-lane divided facility west to Smith Switch Road (VA Route 607) (the corridor continues west from this point as **Farmwell Road (VA Route 640)**, which is also a four-lane divided roadway). Waxpool Road (VA Route 625)/Farmwell Road (VA Route 640) are ultimately planned to be widened to six lanes as far west as Ashburn Road (VA Route 641), though no funding for this future widening has been identified.
- **Loudoun County Parkway (VA Route 607/VA Route 1950)** is currently a four- to six-lane divided facility throughout the Ashburn Community, from George Washington Boulevard (VA Route 1050) south to Ryan Road (VA Route 772), with the exception of a short two-lane segment just north of the W & OD Trail. Ultimately Loudoun County Parkway (VA Route 607/VA Route 1950) is planned to be widened to six lanes from George Washington Boulevard (VA Route 1050) south to Old Ox Road (VA Route 606) (in the Dulles Community).
- The **Gloucester Parkway (VA Route 2150)/Nokes Boulevard (VA Route 1793)** connection, between Loudoun County Parkway (VA Route 607) and VA Route 28, is another critical east-west roadway link across Broad Run to the Sterling Community. Completion of this segment, ultimately to be six lanes, is anticipated to be constructed in conjunction with future development and would provide the last missing link in the Gloucester Boulevard (VA Route 2150) corridor. The remainder of Gloucester Parkway (VA Route 2150), from Belmont Ridge Road (VA Route 659) east to Loudoun County Parkway (VA Route 607), has already been constructed to its ultimate four-lane condition.



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Policy Area	Suburban (Ashburn)
<b>Existing/Interim Condition</b>	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
<b>Ultimate Condition</b>	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
<b>88. VA Route 659 - Belmont Ridge Road</b>	
Segment	VA Route 7 (Harry Byrd Highway) south to <u>VA Route 645 (Croson Lane)</u> <del>VA Route 659 Relocated (Northstar Boulevard)</del>
Policy Area	Suburban (Ashburn)
<b>Existing Condition</b>	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section from just north of VA Route 642 (Hay Road) to VA Route 267 (Dulles Greenway) interchange and from VA Route 267 (Dulles Greenway) interchange to just south of Broadlands Boulevard. Design speed varies.
<b>Interim <u>Ultimate</u> Condition</b>	
Functional Class	Minor Arterial





Lanes/Right of Way	4/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchanges at <u>VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway)</u> . Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
<b>Ultimate Condition</b>	
Functional Class	Minor Arterial
Lanes/Right of Way	<del>6/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities</del>
Description	<del>U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.</del>
Bicycle/Pedestrian Facilities	<del>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</del>

## **89. VA Route 659 - Belmont Ridge Road**

Segment	<u>VA Route 645 (Croson Lane) south to VA Route 659 Relocated (Northstar Boulevard)</u>
Policy Area	<u>Suburban (Ashburn)</u>
<b>Existing/Interim Condition</b>	
Functional Class	<u>Minor Arterial</u>
Lanes/Right of Way	<u>4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>
Description	<u>U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed</u>
Bicycle/Pedestrian Facilities	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>
<b>Ultimate Condition</b>	
Functional Class	<u>Minor Arterial</u>
Lanes/Right of Way	<u>6/150 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u>





<u>Description</u>	<u>U6M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.</u>
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<u>Bicycle/Pedestrian Facilities</u>	<u>Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u>
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### **90.89 VA Route 659 - Belmont Ridge Road**

Segment	VA Route 659 Relocated (Northstar Boulevard) south to VA Route 621 (Evergreen Mills Road)
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Policy Area	Suburban (Ashburn, Dulles)
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#### **Existing Condition**

Functional Class	Major Collector
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Lanes/Right of Way	2-4/Varies
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Description	R2/U4/U4M. Local access undivided rural and urban collector and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section in Brambleton development south of VA Route 772 (Ryan Road). Design speed varies.
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#### **Ultimate Condition**

Functional Class	Minor Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4/U4M. Controlled access undivided and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section south of VA Route 772 (Ryan Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Reclassified as a minor collector when VA Route 659 Relocated (Northstar Boulevard) is open to traffic south to US Route 50 (John Mosby Highway). 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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### **91.90 VA Route 659 - Gum Spring Road Relocated (VA Route 606 Extended / West Spine Road)**

Segment	US Route 50 (John Mosby Highway) south to VA Route 2200 (Tall Cedars Parkway)
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Policy Area	Suburban (Dulles)
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#### **Existing Condition**

Functional Class	Major Collector
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## J. Corridor 10 – Ashburn/Broadlands

Corridor Description – This radial corridor spans the area from Route 7 to Route 606 including Claiborne Parkway, Ashburn Road, Ashburn Village Boulevard, and most of Loudoun County Parkway. In the 2001 CTP, these roads were planned as six-lane thoroughfares serving as major circulators for the newer and planned subdivisions and commercial centers of the Ashburn/Broadlands area.

Corridor Adequacy – As envisioned in the 2001 CTP, all of the roads in this corridor would have adequate capacity to meet demand in 2030. During corridor demand analysis, it was noted that the removal of bottlenecks and/or increased capacity in the Dulles South area would add demand to the portion of Loudoun County Parkway between the Greenway and Route 606. There do not appear to be major constraints to widening Loudoun County Parkway in this area.

### Recommendations:

- Widen the ultimate cross section of Loudoun County Parkway to eight lanes between the Dulles Greenway and Route 606.
- To preserve the functional network of collectors in this corridor and encourage planning measures to reduce the impact of development on these routes. These measures include preparing small area plans that ensure the networking of local streets in and between suburbs as well as land use mixes that reduce trips and trip lengths.

## K. Corridor 11 – 659/659 Relocated (North Star Boulevard)

Corridor Description – This corridor extends from Route 7 to the Prince William County line, following Belmont Ridge Road to Route 659 Relocated (North Star Boulevard). This corridor serves several communities in the Suburban and Transition Policy Areas, providing access to Route 50, the Dulles Greenway and Route 7. This corridor was envisioned to have six lanes in the 2001 CTP.

\*Corridor Adequacy – As planned in the CTP, this corridor has adequate capacity to serve 2030 demand, except for a small link immediately north of the convergence of North Star Boulevard and Belmont Ridge Road. This localized bottleneck can likely be addressed with local operational improvements. In the alternatives analysis, the portion of North Star Boulevard between Evergreen Mills Road and Braddock Road demonstrated moderate congestion in scenarios where the greatest capacity was added to area roadways such as Route 15 and Route 606 / Loudoun County Parkway. With the CTP update recommendations, this entire corridor is projected to perform adequately.

Recommendations – Corridor preservation strategies to maintain operations on these routes, such as access management and networking of local roads in new developments along the corridor, are all that is needed to maintain the sufficiency of this corridor.

\*Corridor Adequacy was based on modeling performed for the adopted June 15, 2010 Countywide Transportation Plan. In CPAM 2010-0001, Belmont Ridge Road, Belmont Ridge Road from Route 7 to Route 645 (Croson Lane) goes from a six-lane median divided roadway to a four-lane median divided roadway which, in the near term, has adequate capacity to serve demand. However, degraded levels of service may be experienced as 2030 demand is approached and this segment may need to be reevaluated.

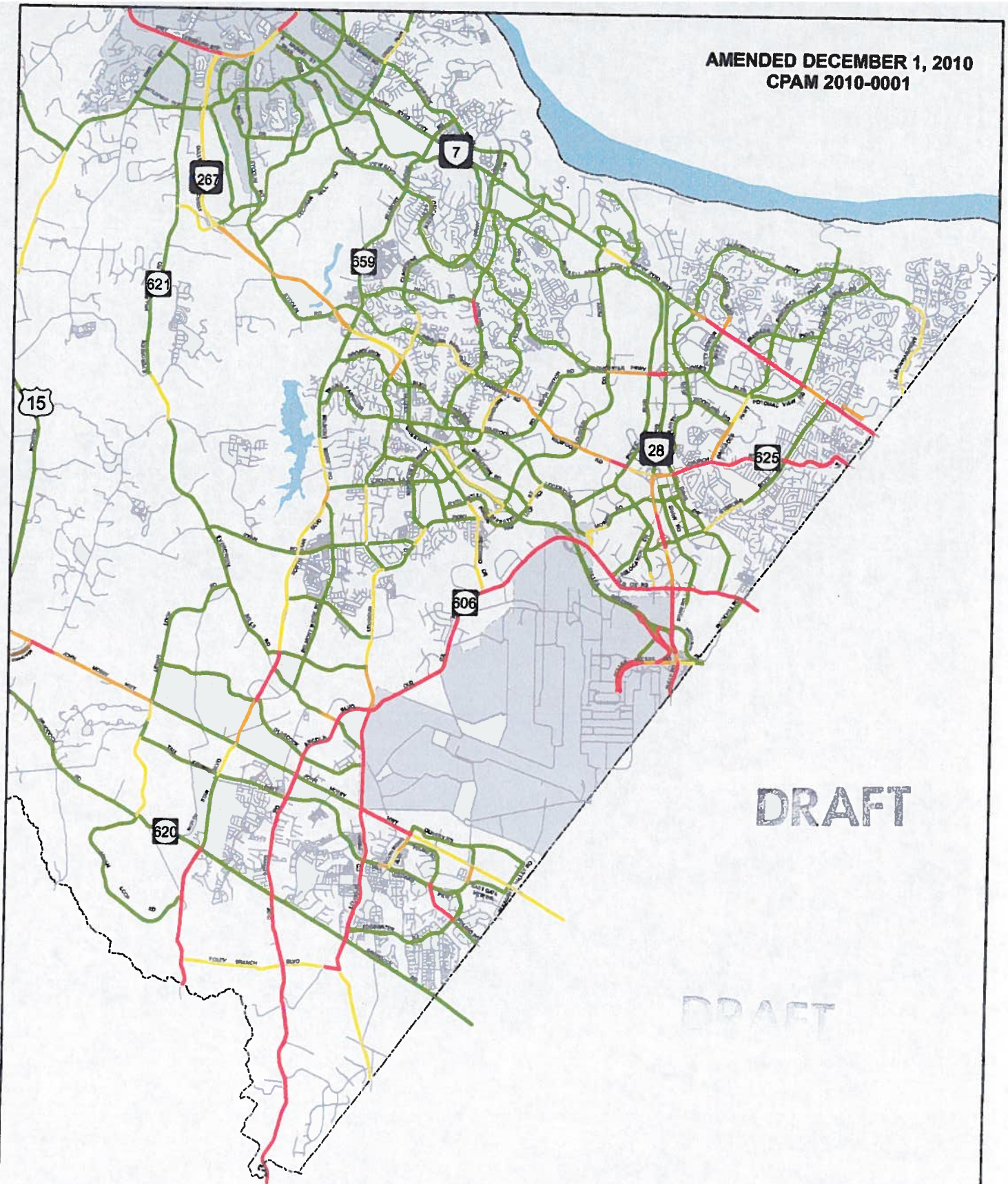
## L. Corridor 12 – Route 15

Corridor Description – This corridor spans the entire county from Frederick County, Maryland, to Prince William County, Virginia. Roadways included in the corridor are Route 15, Business Route 15 and Battlefield Parkway in Leesburg. While not officially included in the corridor, Route 860 south of Evergreen Mills Road is also relevant to this corridor. Route 15 is planned in the 2001 CTP to have two



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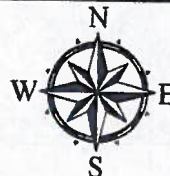




Modifications to any segment could affect 2030 Level of Service

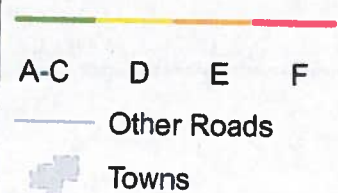
**Loudoun County  
Countywide Transportation  
Plan Update**

Figure A2-4a  
2030 Level of Service  
Revised CTP Network  
East



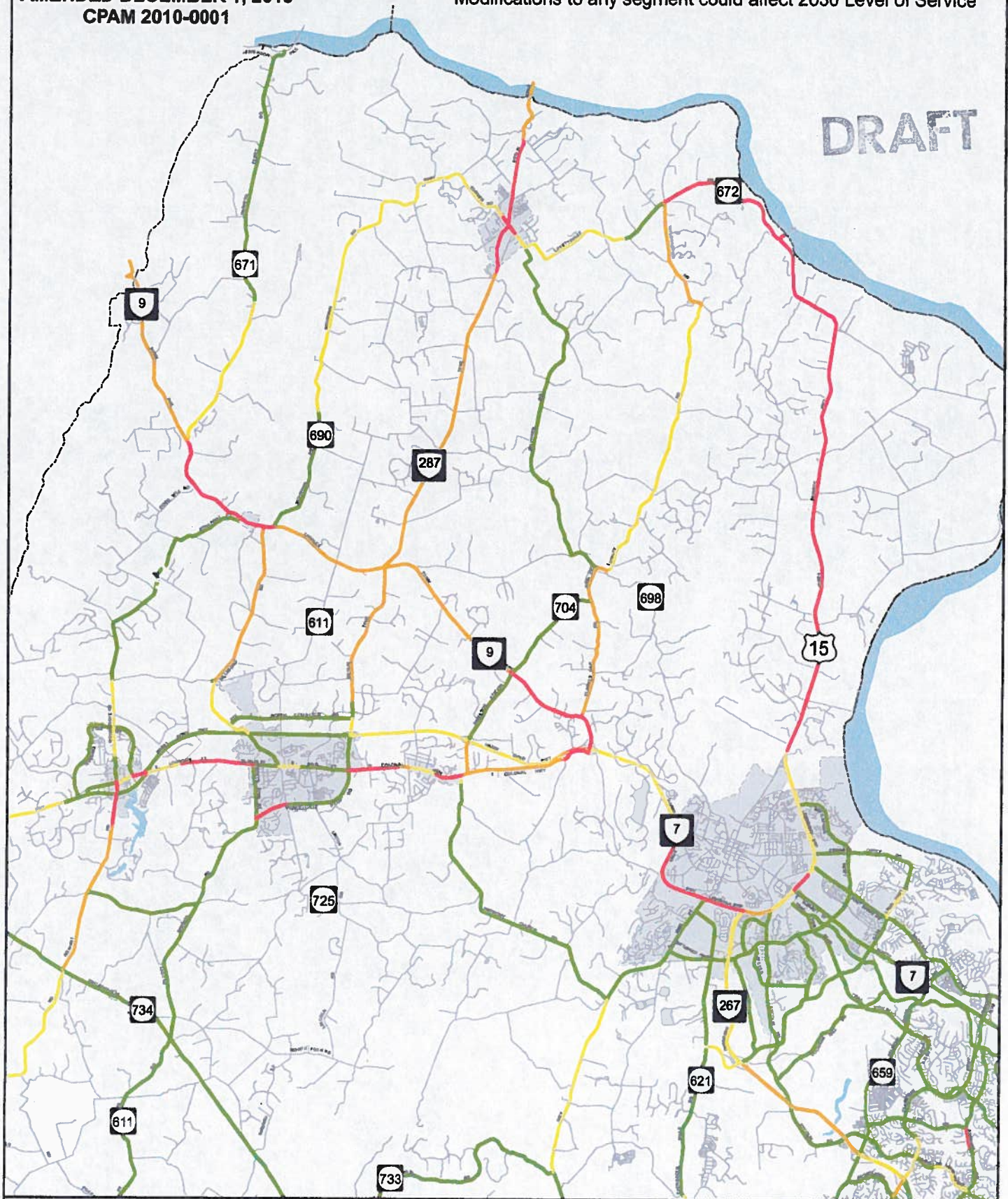
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**Level of Service**





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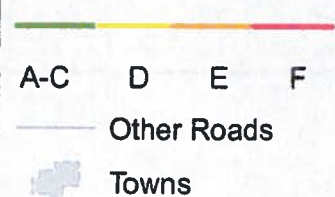
**Loudoun County  
Countywide Transportation  
Plan Update**

Figure A2-4c  
2030 Level of Service  
Revised CTP Network  
Northwest



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Miles

**Level of Service**







## 2. Intermediate Projects

**Route 606:** Dulles Greenway to Route 50. Expand from four lanes to six lanes. Estimated Cost: \$18,000,000

## 3. Long-Term Projects

**Route 606:** Route 28 to Route 50. Expand to eight lanes. Estimated Cost: \$22,000,000

## G. Loudoun County Parkway Corridor

### 1. Near-Term Projects

**Loudoun County Parkway:** From Creighton Road to Route 606. Construct a four-lane median divided road including a bridge over Broad Run. Estimated Cost: \$27,000,000

### 2. Intermediate Projects

**Loudoun County Parkway:** From Route 7 to Waxpool Road. Expand from four to six lanes. Estimated Cost: \$14,000,000

**Loudoun County Parkway:** From Dulles Greenway to Ryan Road. Expand from four to six lanes. Estimated Cost: \$8,000,000

### 3. Long-Term Projects

**Loudoun County Parkway:** From Ryan Road to Braddock Road. Expand to six-lane median divided. Estimated Cost: \$24,000,000

**Ashburn Village Boulevard:** From Route 7 to Dulles Greenway. Expand to six-lane median divided. Estimated Cost: \$18,000,000

**Loudoun County Parkway (formerly designated as Tri-County Parkway):** From Braddock Road to Fairfax County line. Construct six-lane median divided road. Estimated Cost: \$38,000,000

## H. Route 659 Corridor (Route 659 and Northstar Blvd)

### 1. Near-Term Projects

**Route 659 (Belmont Ridge Road):** Route 7 to Dulles Greenway. Expand to four-lane median divided road. Estimated Cost: \$91,000,000

**Route 659 and Route 606 Extended:** Braddock Road to Route 50. Expand to four-lane median divided. Estimated Cost: \$19,000,000

**Route 659:** Dulles Greenway to Northstar Boulevard. Expand to a four-lane median divided road. Estimated cost: [not yet available]

### 2. Intermediate Projects

**Route 659 (Gum Springs Road):** Braddock Road to Prince William County line. Expand to four-lane median divided road. Estimated Cost: \$40,000,000

**Northstar Boulevard:** Route 50 to Prince William County line. Construct four-lane median divided road. Estimated Cost: \$43,000,000

### 3. Long-Term Projects

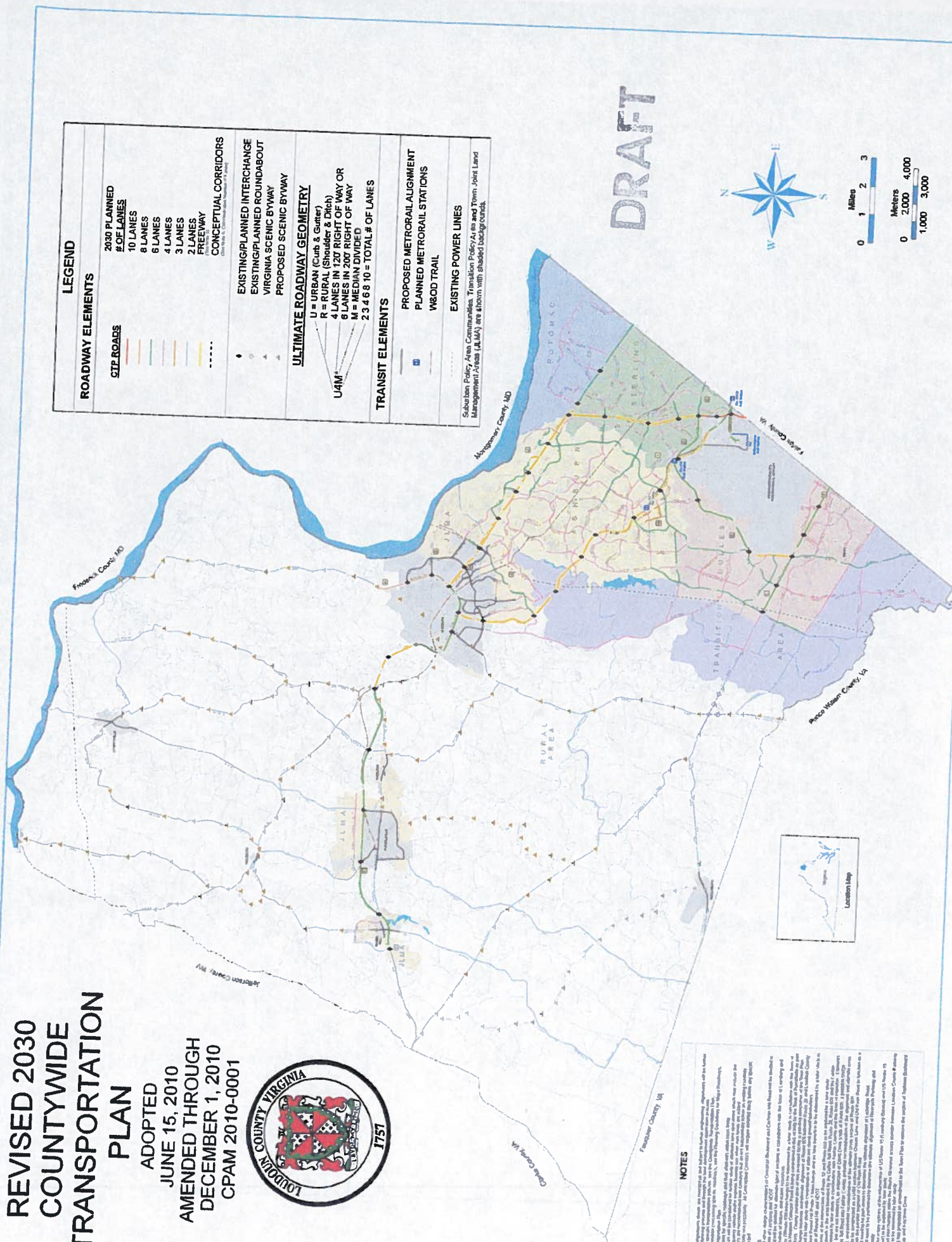
**Route 659 (Belmont Ridge Road):** ~~Route 7~~ **Route 645 (Croson Lane)** to Northstar Boulevard. Expand from four to six lanes median divided. Estimated Cost: ~~[not yet available]~~ \$25,000,000



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# REVISED 2030 COUNTYWIDE TRANSPORTATION PLAN

ADOPTED  
JUNE 15, 2010  
AMENDED THROUGH  
DECEMBER 1, 2010  
CPAM 2010-0001



LEGEND	
ROADWAY ELEMENTS	
2030 PLANNED # OF LANES	
10 LANES	Orange line
8 LANES	Yellow line
6 LANES	Green line
4 LANES	Blue line
3 LANES	Purple line
2 LANES	Pink line
FREEWAY	Thick black line
CONCEPTUAL CORRIDORS	Dashed black line
EXISTING/PLANNED INTERCHANGE	Circle with cross
EXISTING/PLANNED ROUNDABOUT	Circle with dots
VIRGINIA SCENIC BYWAY	Star
PROPOSED SCENIC BYWAY	Star with outline
ULTIMATE ROADWAY GEOMETRY	
U = URBAN (Curb & Gutter)	
R = RURAL (Shoulder & Ditch)	
4 LANES IN 120' RIGHT OF WAY OR	
6 LANES IN 200' RIGHT OF WAY	
M = MEDIAN DIVIDED	
2 3 4 6 8 10 = TOTAL # OF LANES	
TRANSIT ELEMENTS	
PROPOSED METRORAIL ALIGNMENT	Thick blue line
PLANNED METRORAIL STATIONS	Blue square
W&OD TRAIL	Thin blue line
EXISTING POWER LINES	
Suburban Policy Area Communities: Transition Policy Area and Town Joint Land Management Areas (JLMA) are shown with shaded background.	

DRAFT



**NOTES**

1. The transportation plan is a long-range plan that provides a vision for the future of the county's transportation system. It is not a blueprint for specific projects, but rather a guide for decision-making.

2. The plan is based on the county's current transportation system and projected future growth. It takes into account the county's unique geography, demographics, and economic conditions.

3. The plan is a living document that will be updated as needed. It is intended to provide a framework for future transportation planning and investment.

4. The plan is developed in consultation with the county's residents, businesses, and other stakeholders. It represents a consensus view of the county's transportation future.

5. The plan is subject to change. It is not a guarantee of specific projects or funding. It is a guide for decision-making.

6. The plan is developed in accordance with the county's Comprehensive Zoning Ordinance and other applicable laws and regulations.

7. The plan is intended to provide a framework for future transportation planning and investment. It is not a blueprint for specific projects.

8. The plan is developed in consultation with the county's residents, businesses, and other stakeholders. It represents a consensus view of the county's transportation future.

9. The plan is subject to change. It is not a guarantee of specific projects or funding. It is a guide for decision-making.

10. The plan is developed in accordance with the county's Comprehensive Zoning Ordinance and other applicable laws and regulations.